

PorscheNaut MAGAZINE

December 2010

THE OFFICIAL PUBLICATION OF THE LONE STAR REGION PORSCHE CLUB OF AMERICA





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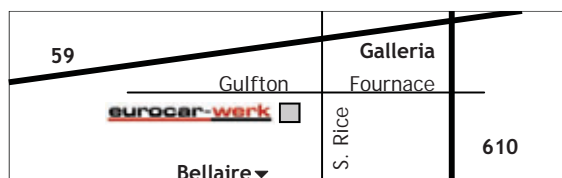
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Cover shot: Impromptu Porsche Car Show at the 2010 LSRPCA Swap Meet
fStory Page 11.....Photo: Rodger Gay

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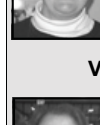
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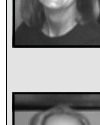
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On My Mind:

Lynn Friedman,
President
Lone Star Region PCA

Accessorizing in the Big Apple

I always keep an eye out for Porsches when traveling, and my annual trip to New York City for the marathon recently was no exception. In previous years, I rarely saw any Porsches in the big city, and understandably so. With excessive traffic and parking at a premium, most P-cars are kept away or safely secured in their private garages. However, this time things were a little different.

Not only did I see more Porsches, but the streets of Manhattan were teaming with Cayennes. But these looked different than ones I am accustomed to. They sported a special big city accessory, something that I have not seen gracing the streets of Houston...at least not yet.

Enter "bumper guards". Front and rear. Long, big strips of padding strapped to their bodies. Protecting them from all those nasty nicks, scratches and dents that can happen when parking in garages, on the street or handing the keys over to the valet. Protection? Yes. Aesthetically pleasing? That's questionable. Somewhat resembling a car with an incontinence issue or perhaps one trying out for goalie on the local hockey team, these accessories are big business in the Big Apple. Not only did I see these devices on the cars when they were parked on the street, but many of them actually were driving with them on.

These guards really do look like they can protect your car, specifically for parking situations. An internet search of these giant pads produced a number of sites hawking everything from "Eurobumperguard" to "Bumper Armor," and my favorite "Bumper Bully." This is really creative prophylaxis for your car. Most of these retailers report that the pads will minimize scratches and scrapes, but may not protect your car from impacts greater than 1 mph. (I don't think I have even seen 1 mph on my speedometer)

But I wonder, if someone was parking behind you, saw these pads caressing your bumpers, would they be less careful and go ahead and 'bump park' into their spot? Or would that young valet see your ride as one of those bumper cars at the carnival and have some fun time at your expense as you wined and dined at your favorite restaurant?

So am I ready to swaddle my baby up for the streets and parking lots of Houston? Well, not yet. I'll stick to that distant spot in the parking lot, pass on the valet, and hope for the best.

As the end of the year draws near, I would like to take this opportunity to wish a Joyous and Happy Holiday to you and your family. May your home be bright with love and joy at this time, and 2010 be a wonderful, healthy and successful one for us all.

Lynn



From the Fast Lane:

Rob Quarles,
PorscheNaut Editor

In keeping with my last column, I recently spied a 2007 997 Turbo at a local Porsche dealer. This particular Turbo had a most unusual color combination. The 'paint to sample' exterior color was "Chiffon", an off-white with a yellowish green tint, while the 'leather to sample' interior was a bright "Lipstick" Red. Of course, I LOVED it!

You may be wondering, as I did, what inspired the owner to combine these seemingly incongruous colors. I found my answer at our most recent LSRPCA Concours. Amongst the 356's, there it was, a 356 Coupe...in Chiffon with bright Lipstick Red leather! This color combination, while eye-catching on the 997, was

absolutely stunning, and quite 'period correct' on the 356. However, I'm pretty sure that the chrome luggage rack and whitewall tires on the 356 might look a little out of place on the 997.

From the "Errors and Omissions" department, my apologies to Kandace Heimer. She should have been credited for the great photos, action shots, and front cover artwork pertaining to the Tourpalooza 2010 article in last month's PorscheNaut.

Wishing you Happy Holidays and a prosperous New Year.

Rob

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December 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			★ 1	2	3	★ 4
★ 5	6	7	8	9	10	★ 11
★ 12	13	14	15	16	★ 17	★ 18
★ 19	20	21	22	23	24	★ 25
26	27	28	29	30	31	

- 1 Board Meeting
- 4 Coffee and Cars, Location TBD from 8:30 to 10:30 am
- 4-5 LSR DE at TWS
- 11 Coffee and Cars at Momentum Porsche
- 12 PCar GTG (S) - 8:30 am at Starbucks in Webster
- 17 Porschenistas - Ladies Networking
- 18 PCar GTG (NW) - 9 am at Starbucks at 290 and Spring/Cypress
- 19 BMW Autocross at Houston Police Academy
- 25 PCar GTG (N) - 8:30 am Starbucks in MarketStreet by the Woodlands Mall

January 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						★ 1
2	3	4	★ 5	6	7	8
★ 9	10	11	12	13	14	★ 15
16	17	18	19	20	21	★ 22
23	24	25	26	27	28	29
30	31					

- 1 Coffee and Cars, Location TBD from 8:30 to 10:30 am
- 5 Board Meeting
- 5 Registration opens for February DE (Noon)
- 9 PCar GTG (S) - 8:30 am at Starbucks in Webster
- TBD Porschenistas - Ladies Networking
- 15 PCar GTG (NW) - 9am Starbucks at 290 and Spring Cypress

The calendar of events is current at the time printing. Date/time/event changes may be necessary. For additional details of the events listed above and for events scheduled after printing, please check the Lone Star Region web site at www.lsrpca.com

LSR PCA— High Speed Drivers Education

Come drive with us!



Our highly trained instructors will work with you one-on-one to instruct you car control, safely, on one of the country's finest race tracks, Texas World Speedway. It's just a bit south of College Station.

Our focus on proper instruction in car control, vision and high speed driving has LSR's program one of the best in the nation. So what's stopping you from joining us in the best driving experience you've ever had!

Each PCA member gets a discounted \$265.00 entry fee and priority in the registration process. Registration opens one month prior to the event, promptly at noon. We usually sell out within three hours of opening of registration, so don't hesitate to sign up!

"How do I sign up?"

DE event registration **MUST** be completed on-line at www.clubregistration.net. Additional detailed information can be found on-line at www.lsrpca.com/drivers_ed.htm. The Texas regions DE handbook can be found on our web site at http://www.lsrpca.com/linked_docs/de/Multi%20Region%20DE%20Handbook.pdf

"Will I learn to drive better?"

Yes -- you will learn about vision, control, and situational awareness just for starters. As a beginning driver, your instructor will be there with you every time you are on the track. Not only that, but these skills are applicable, useful and valuable in everyday driving. So is there anything else that you want to know before joining us?

"What do I do when I get there? I don't know anyone there."

LSRPCA has instituted a mentor program just for you. Just let anyone you see know this is your first time there and they will help you find a mentor who will guide you around. They will help you find anything you need from loaner helmets, drinking water, air for your tires -- even the locations of the rest rooms. Our mentor program is designed to help you have the time of your life. How about one more reason to join us?

You won't need to worry about Officer Friendly and his radar gun when you are with us.

SO COME DRIVE WITH US -- YOU'LL BE GLAD YOU DID



2010 dates: Feb. 6-7 / Mar 19-21 (Solo Only) / May 1-2 / Jun. 12-13 / Sept. 11-12 / Oct. 23-24 (Hill Country) / Dec. 4-5

Photos provided by Cafe Photo— www.Cafe-Pics.com

Porschenistas

Ladies Networking Socials-

Ladies! Mark your calendars to attend a “Porschenistas—Ladies Networking Social.” These monthly events are planned with the ladies in mind, and are open for all primary and associate Lone Star Region members. Past events have included dinners at trendy eateries as well as enjoying musical entertainment at local hot spots. Check the schedule in the *PorscheNaut* or on the web site for upcoming dates!

OK Porsche guys, if your spouse or significant other isn't reading the *PorscheNaut*, now it's time!

Details for locations and scheduled activities will be communicated via the *PorscheNaut*, the LSR website and our monthly email blasts.

If you have questions about the up-coming events, a suggestion or would like to assist in the planning of a Porschenistas event, contact LSR Social Chairperson, Nina Midway at social@lsrpca.com.

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Membership: October

William Wong,
Membership

**Lone Star Region welcomes our new members
as of 11/01/10 for the month of October 2010**

Robert T. Barnwell	1974	911
Bess Bright	2005	Boxster
John F. & Paula Cox	2004	Boxster S
Charles M. Crawley & A J. Willis	1976	912E
Anthony J. & Siobhan Gracely	2009	Cayman S
Scott A Humphries	2007	911 C4S
Thang A. Huynh	2005	911
Craig C. Monahan	2002	911 C4S
Brent Sparks	2008	911
Hank & Susan Taylor	1970	914-6
Sean M. & Lauren Tobin	2007	911S
Graeme D. Vass	2007	Cayman S
Christiana E. Webber & Omar Esquivel	1981	928

Transfer-in

Kevin J. & Renee McNelis	2007	Cayman
Doug Skogman	2006	Cayman
Harley S. & Rodpa Tuble	2002	911

Welcome!

For those of you who are new to the Porsche Club, the Lone Star Region would like to welcome you! Reasons for joining the club are many, but rest assured you're not alone in your endeavor as the owner of one of, if not the best high performance automobile available today! If your ambition is to become one with your car, testing your driving abilities and your car's handling characteristics then our Drivers Education (DE) or Autocross events are just for you. If you prefer a more relaxed atmosphere, our concours events are held at various venues around the Houston area. If wearing a helmet isn't your cup of tea and you've decided that washing and waxing is best left to the detailer, then you're sure to find that participating in one of our "Drive-n-Eat" socials is just for you!

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TWS Performance Driving School		Open Track Day Events		
JULY 24-25	OCT 16-17	JULY 23	SEPT 10	NOV 12
AUG 28-29	NOV 20-21	AUG 14	SEPT 17	NOV 19
SEPT 18-19	DEC 11-12	AUG 27	OCT 15	DEC 3
			OCT 22	

TWS Performance Driving School

- Open to all driving levels
- Each day provides four 25 minute sessions on track

\$195 for one day PDS
\$295 for two days (weekend)
\$25 garages/day

Open Track Day Events

- Open to Blue Solo & Advanced Drivers
- 4 Hours of Open Track
- See website for more details

\$125 for Open Track Day Events
(includes garages)



www.TexasWorldSpeedway.com

2010 LONE STAR REGION SWAP MEET



Story by Rob Quarles

Photo (top) by Rob Quarles

Photos (inset and right) by Rodger Gay

On October 11th, Porsche North Houston was the place to be for the second annual LSRPCA Swap Meet. Owner Todd Blue, Rodger Gay and staff welcomed club members to their facility while providing us with a delicious breakfast buffet. Michael Richey, who has organized this event for the past 2 years, manned the registration table and provided the morning essentials of donuts and coffee, as well as drinks and snacks.

The dealership's rear parking lot was filled with swap meet spaces and cars for sale.

Items in the swap spaces included wheels, tires, engine and drivetrain parts, seats, fenders, bumpers as well as accessories, apparel, and driving shoes.

The highlight of the event was an impromptu 'Porsche Car Show'. Many members took advantage of the beautiful weather and drove their vintage Porsches to the dealership. In attendance were several 356's, early 911's and 912's, 914's, 911SC's, 928's as well as all manner of newer Porsches.

Many thanks to Porsche North Houston and staff for their hospitality and for hosting the 2010 LSRPCA Swap Meet. See you next year!





LSRPCA Board Minutes

November 2010

Cynthia Crawford, Secretary

Date: November 3, 2010

Place: Houstonian Fitness Center

Time: 6:30 p.m.

Present:

Lynn Friedman, President

John Smaardyck, Vice-President

Cynthia Crawford, Secretary

William Wong, Membership Chair

Burnell Curtis, Past President

Matt Kucharski, AX Chair

Joost Perquin, PDS Chair

Greg Stewart, DE Chair

John Haworth, Store Chair

Anne Retzler, Charity Chair

Ron Baklarz, Tour Chair

Nina Midway, Social Chair

Leonardo Docanto

Walt Doyle

Philip Ewald

Larry Friedman

Mike Globe

Lynn Friedman called the meeting to order at 6:30 p.m.

Joost Perquin reported the last PDS of the year is scheduled for November 13. He will be setting dates for 2011 soon.

Matt Kucharski reported on pricing for new helmets to be used as loaner helmets for AX and DE events. After a brief discussion, Matt made a motion that the Club approve the purchase of twelve SA 2005 helmets, Cynthia Crawford seconded and the motion passed unanimously. The Board discussed donating the old helmets to another organization for use in other types of events. Matt also reported that he purchased the new AXware timing software and that it works well, and he further reported that the Time Trial held on October 9 was a great success.

Larry Friedman reported on behalf of Jim Heimer that he had obtained new software for the website. Jim requested that information regarding events for next year be provided to him to be added to the website.

William Wong reported that the membership stands at 1070.

Burnell Curtis reminded everyone that voting is open on

the LSR website for the 2011 slate of officers. Voting closes on November 15.

Lynn Friedman reported on behalf of Sylvia Lanz that a Concours is scheduled for November 21 at Martin Farms Christmas Tree Plantation.

Nina Midway solicited the Board's thoughts regarding new social events for next year. Several suggestions were made regarding a location for a dinner. Nina will work on a date and location and will report back at the next meeting.

John Haworth reported on purchases for the Store.

Lynn Friedman reported on the successful Swap Meet held on October 16 at Porsche of North Houston. Lynn thanked Michael Richey for organizing the Swap Meet, and Rodger Gay and Porsche of North Houston for hosting it. Lynn additionally reported that the Club received a letter from Sister Sarah of Magnificat House thanking the Club for its continued support through charity fundraising events.

Old business:

Plans for the 2011 Club Race/DE were discussed. Lynn passed around a sponsorship proposal. Joost reported that the deposit to Messina Hof for the awards banquet had not been made and that the Club Race committee was considering other options and associated costs. There was discussion regarding the budget for the event. The Board agreed to request that the Club Race Chair circulate a preliminary budget before the next meeting.

New business:

There was no new business.

Burnell Curtis moved to adjourn. Cynthia Crawford seconded, all agreed, and the meeting was adjourned at 7:35 p.m.



**The PorscheNaut
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Articles
Porsche Stories
Old Car photos...**

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A Message from Sister Sara Kay Thompson, of Magnificat House to Lone Star Region PCA

With the turning of the season, I thought I would fill you in on some of the happenings at Magnificat Houses.

It seems that we are “holding steady” at our maximum capacity of 200 men and women. There is no reason to look back and wish we were a small community we once were. We have grown and with that more gifts to share in our maintenance, horticulture, technical support, houses personnel (house manager, cook, laundry person), drivers, food service, soup kitchen, thrift store and everything in between. We ARE like a small city with checks and balances along the way. Everyone who comes to us is given a job where their gifts are best suited.

We had our ground breaking ceremony for our new Multipurpose Center. We should begin building shortly on the corner of Elgin and La Branch. The largest amount of the Center will be designated as a resale shop. The other areas are the art gallery and the education training section. We are looking forward to the finished product in eight or so months.

On October 7th, St. Joseph House had it’s annual Open House. This year seemed better than ever as we had more guests than Club members! The silent auction items ran from flower bouquet baskets to Hooter’s happy hour.

Our own Billy Shepherd, head of our Loaves & Fishes soup kitchen, won the award for the 2010 Achiever of the Year. This award is given “to formerly homeless individuals who have successfully transitioned from being homeless after overcoming significant barriers, such as disabilities, domestic violence, a history of substance abuse, incarceration or mental illness. These individuals have demonstrated self-sufficiency for at least one year and exemplify a positive self-sufficient lifestyle by achieving housing goals and securing employment”. We are very proud of Billy who has been with the soup kitchen for eight years. Not only does he turn out meals for 350 each day but has transformed what could be a concrete jungle into a lush patio garden in the heart of Houston.

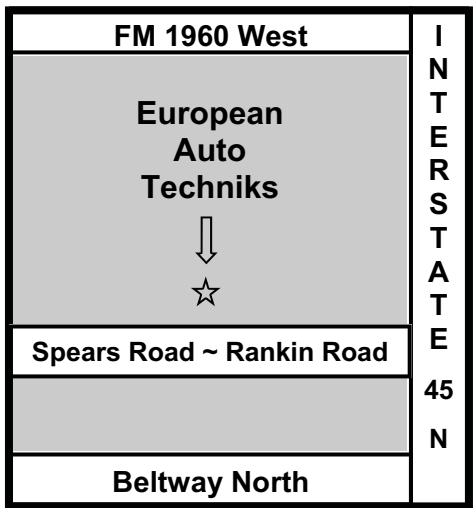
You know our invitation is still open if any of the Porsche members would like a tour of our compound in Midtown.

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EAT Owner Michael Cawley says:
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LSR Member George Bigham says:
“Michael and his team do great work, and they make sure you know what’s going on with your car, every step of the way”

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1971 911 WITH A ROCK & ROLL HISTORY



*Above: 911 as purchased in 2001
Right: 911 photo by original owner
Top Page 15: 911 restored
Middle Page 15: 911 during restoration*

Story and Photos by Mike Richey

As all Porsche owners will say, there is something different about owning a Porsche compared to any other car. Perhaps it's the recognition of the makes long heritage of premiere engineering, racing legacy, and its place in automotive history.

As each Porsche owner is close to their machine, they also tend to keep meticulous records of its maintenance and changes, some more than others. Cars that come with previous owners revel in spanning through their cars history, miles between registrations, major work, etc. Sometimes cars come with more history than one could ever think of. I recently found my car has such a history.

I purchased my 1971 911T from a co-worker while working in Bakersfield, CA back in 2001. She had recently purchased a very nice '65 356C and "had to make room in her garage for it...the 911 had to go". I had been looking for a 911 for some time and this one just came too easily.

The first 3 years of ownership I drove the car in stock form. The paperwork that came with the car had 4 different names on successive registration tags over the years, all from southern California. Each drive over the Grapevine to Ventura, Santa Barbara, and LA I couldn't help but think of what it would have been like to drive the same scenic route 30years when it was new, and each decade since.



I would say my draw to Porsches is genetic. My father is an avid enthusiast and he always had a project 911 in the garage growing up. Bought rough, restore from bare metal, enjoy for a couple of years, repeat. The last before I left for school was a '72 Targa with IROC body and 3.0 twin turbo...all homegrown. Loved learning how to drive a manual transmission in that beast at 16.

Flash forward to 2004 and I had an itch to add some kick to my '71T, to an early 70's recreation of a GT Production class LeMans 911 entry. Essentially a street legal race car. My dad offered to teach me the process if I supplied the resources... of course I couldn't resist. Problem was his hobbyist shop was in Indiana, and I was moving to Texas, which meant a road trip was in order. One thing every Porsche enthusiast has to do in their lifetime is to drive cross country in a 356 or early 911. Something about the rawness, sounds, smells, no AC that really makes it an adventure. After 2 years of frequent trips from Houston to Indy to work on the car, it was



finished and Texas-bound.

One night going through various household paperwork I came across the file containing receipts accrued during the restoration, along with paperwork that came with the car. One particular interest this night was the original maintenance manual. I had never really paid too much attention to the first owner's name. Some guy named Paul Richard Furay who lived off Beverly Glen Drive in Santa Monica, CA.

This night was different. I remembered that road from previous trips in the car, and remembered it was up in the hills outside of LA. Thinking there weren't a whole lot of people living up there now, there really wasn't many living up there in the early 70s. What is one to do in 2010 if you have questions about something.... Google it!. I typed the name and was shocked to see the first result, from Wikipedia..."

Richie Furay (born Paul Richard Furay, 9 May 1944, Yellow Springs, Ohio) is an American

singer, songwriter, and Rock & Roll Hall of Fame member who is best known for forming the bands Buffalo Springfield with Stephen Stills, Neil Young, Bruce Palmer, and Dewey Martin, and Poco with Jim Messina, Rusty Young, George Grantham and Randy Meisner. His best known song (originally written during his tenure in Buffalo Springfield, but eventually performed by Poco, as well) was "Kind Woman", which he wrote for his wife, Nancy.

Of course my first thought was denial...it couldn't be. So, I researched this guy some more. Come to find out he is now a pastor, and has led a congregation outside Boulder, CO since 1982. Good thing about Pastors... they usually have email addresses. Naturally I had to get confirmation so I sent "Richie" a simple message...

*Hello Pastor Richie-
We may have something in common... Did you purchase a Porsche 911T at Westwood Porsche in Santa Monica and live at 1820 North Beverly Glenn Blvd back in August of 1971? If so, you will be happy to know that she is alive and well nearly 40 years later in the Houston area. Would you be interested in exchanging pictures? Have any good stories to share?
Many Blessings,
-Mike*

Three hours later I got the following reply...

*Hey Mike,
Unbelievable!!!! All of your info is correct. Amazing; I assume the car is in your possession. Nancy's looking for the only photo I might have of the car, I'll scan it and send it off to you - (cont, page 17)*

North Houston

Dear Fellow Porsche Owners and Enthusiasts,

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Sincerely,
Rodger Gay

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(cont. from page 15)

it's a black and white with my oldest daughter looking out the window. As for a story ... when I landed at LAX in 1965 I sat at the airport waiting for Stephen Stills to pick me up (story documented in my books "For What It's Worth - The Story of the Buffalo Springfield" -page75 and "Pickin' Up The Pieces" page 58). I waited for what seemed like hours (I'm sure it was) for him to pick me up. This was way before the days of cell phones and text messaging so there I was at the mercy of a phone call I had made sometime earlier after I had decided to make the move west from working at Pratt & Whitney in Connecticut. Every so often as I would see these awesome cars go by that I had never seen before and I knew one day I had to have one. I remember Brian Wilson had one the same color (bright yellow) as the one I ended up with in 1971. [I actually had a 912 that I traded in for the 911-T.] As it would turn out the Porsche made it back to Colorado when we moved here shortly after we bought the car. When Nancy and I were having marital problems I drove it back to California not knowing if I would ever get back to Colorado. As things turned out we did get back together and I traded the Porsche in on a 1975 Chevy Pick-up at a dealership in Costa Mesa or Huntington Beach (I can't remember now, I think it was on Harbor Blvd.). I still have the '75 pick-up - it does a lot of plowing in the winter - I think it has maybe 60,000 hard miles on it. It was hard to let go of the Porsche, but for where we lived it wasn't practical (couldn't put a plow on it).

*Enjoy the ride,
Richie*

As you can imagine, I was thrilled. I have always enjoyed Buffalo Springfield's music. In all honesty the only song I could remember by name was "For What It's Worth". I wanted to learn more so I bought his autobiography to learn the full story. What an amazing story of an amazing man. From the early years in the New York folk-rock scene of mid 60's to the reign of Springfield from '67-'68 (3 albums in that short time, to Poco through '74, through Souther-Hillman-Furray (SHF) through '75, to his solo career and life as a pastor since '82.

Richie purchased the car in mid '71 just after release of Poco's 3rd album "Deliver'n". The band had decided LA was not for them anymore and decided to move to the Boulder area of Colorado a short couple of months

thereafter. During this time Richie and Nancy's first daughter Timmie was 1 and took the following picture... the only picture he still has of the car. (see photo page 13)

After a couple of years in Colorado, Richie decided to move on from Poco, and with the push of David Geffen, joined the country-rock super group of Souther-Hillman-Furray. Around the same time he and Nancy were having marital problems. Recording for the first album was in LA, thus required a move back to California, the 911 in tow. One event remarked in his book included one particular night recording SHF's first album. Richie drove the car to the studio and decided to leave his trusty Martin D28 in the car while he laid vocal tracks. Upon return to the car later that night, he found the windshield shattered and the ignition jambed. Someone had tried to steal the car, and failed. In the thieves' haste, they made off with his guitar, the same guitar he had since the early 60's and wrote all of his songs over the years on. Months later he got a call from the police that said they had found a guitar that matched his in a pawn shop and was reunited with it. The car was fixed of course. One thing I have always thought strange about the car now is that the ignition key does not work in the door locks. I only received the ignition key from the person I bought it from. Interesting to learn the whole story now, the ignition was replaced with a different key.

Early '75 saw SFH sales not as expected and Richie wanting to get back to Colorado to mend his marriage with Nancy. He decided the move would be his last, so traded in his "beloved" 911 for a '75 Chevy pickup, far more practical for Colorado's winter. There ends his chapter with the car.

I have Googled the names of the subsequent 3 owners of the car... business owner, lawyer, not quite the notoriety of Richie. I plan on contacting them soon to find their history of the car.

Two months after my first contact with Richie the unimaginable came true. Buffalo Springfield reunited for 2 shows to benefit the Bridge School for disabled students created by Neil Young in the 90s. Richie, Neil Young, Stephen Stills are the only members alive. The performances are on Youtube, and any fan will love to hear them again... sound great! I continue to stay in touch with Richie on occasion sharing stories. It's an honor to have met such a great man.

So what is the lesson of this story? If you don't know the history of your car... take the time to research it, you never know what you will learn.



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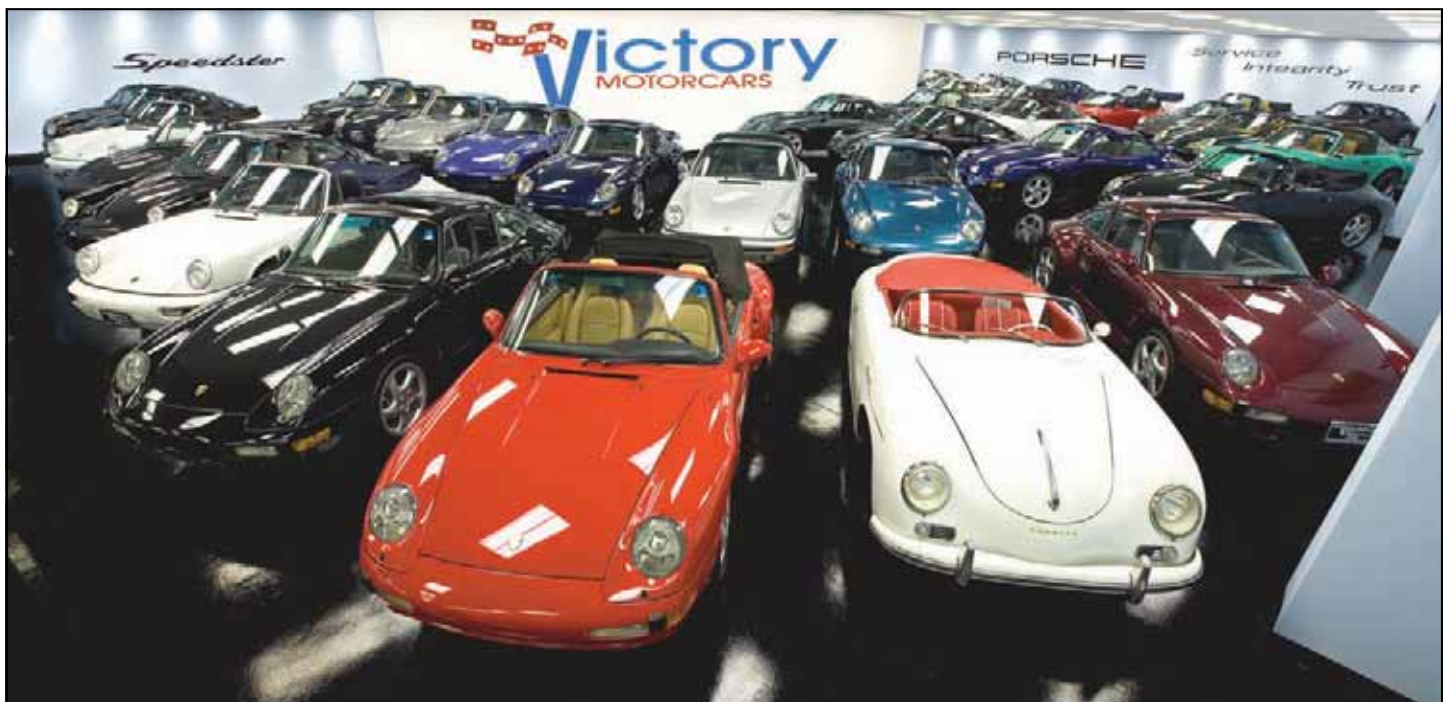
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FAST FRIENDS

My Performance Driving School Experience

Story by Ryan Clingan

Photo by Eric Serrell

Lone Star Region Porsche Club of America holds a Performance Driving School (PDS) which I can only describe as addicting. After going for the first time in April of 2010, I couldn't wait to go back for seconds! This particular group of men, women, and children make everyone feel welcome, despite age or car ownership. LSRPCA is very caught up in customer satisfaction, and they have nailed it right on the head with extraordinary instructors and volunteers.

About a year ago I got mixed up with this group through a friend of my father's, and this is one of the best things to have happened to me. While I was only driving a 2000 Volvo S80 the instructors made me feel right at home with all the Porsches and other sports cars. That hospitality is what really brought me back for the second time.

Getting back to one of these events was no easy task. After my experience in April I couldn't wait to get back out there with LSRPCA, so I hopped on the bandwagon as soon as I heard the next event was to be held. Unfortunately the next event was in July and I was disappointed to be out of town. When the September event registration rolled around I made sure to be on that list and to keep my calendar open!

The September event had a few differences from the April one, but all the same it was an unforgettable experience. There I got the immense pleasure of not only going around the track in a beautiful blue Porsche GT3, but also in the ferocious black Nissan GT-R. Getting to ride in these two

cars was an amazing experience that was really a highlight of the event for me. I must say that after riding in those two high performance cars it was definitely different to drive my Volvo. Even though it was a different experience it was just as fun to challenge my driving skills in the car I drive every day.

The PDS is a place where you can safely learn to handle your car in sticky situations. They have a total of seven drills that you go to throughout the day and each focuses on a different aspect of your driving capabilities. Drills such as the "Wet Skid Pad" and "Pitch and Catch" teach you how to control the car in a hydroplaning situation or a spinout. Other drills like the "Accident Avoidance" and "Slalom" are drills that teach you to handle weight shift on a dry strip of land. The three other drills; "Apex", "Figure Eight", and the "Double Box" all demonstrate how to take turns around corners, tires squealing and otherwise.

There is a thrill in exploring the limits of your car that I cannot begin to describe in words. To experience that with LSRPCA amplifies the feeling even more because of the people you get to be around as you experience it. This event wouldn't be the same without the hard work of the people who spend their time putting it together, and I cannot thank them enough for doing so. These events have made a huge impact on my life as a person and as a driver. I find it to be impossible not to be social at these events because all of the people here are so kind and all have a common interest that ignites friendships and discussion. The curriculum at these performance driving schools really digs deep into every day uses, tying all that you learn into the crazy roads of the Lone Star Region.

2012 Porsche Cayman R Makes World Debut at LA Auto Show

New mid-engine coupe takes its purist cue from Boxster Spyder

ATLANTA – November 17, 2010 – Featuring 121 pounds less weight and the most horsepower available in a mid-engined Porsche, the 330-hp

Cayman R has been created for one reason: pure driving dynamics. With its highly-tuned sports suspension and vigilant attention to weight savings, the third Cayman model offers an even more precise driving experience than the “standard” Cayman S. A direct descendant of the famous 1950’s 550 and 1960’s 904 mid-engined, high-performance Coupes, the 2012 Porsche

Cayman R is celebrating its world premiere at the Los Angeles Auto Show November 17, 2010.

Light and Powerful

The newest member of the mid-engine family features the highly efficient 3.4-liter six-cylinder Direct Fuel Injection (DFI) boxer engine found in the Cayman S, (cont. page 23) With a six-



Photos courtesy of Porsche Cars North America, Inc.

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(cont. from page 22) but produces 10 more horsepower. With a six-speed manual transmission, the Cayman R sprints from a standstill to 60 mph in 4.7 seconds, two-tenths of a second faster than the Cayman S. With the optional seven-speed dual-clutch PDK (Doppelkupplungsgetriebe) transmission and the Sport Chrono package, the exercise is reduced to 4.4 seconds. Top track speed with the manual transmission is up by 3 to 175 mph (282 km / h), 174 mph (280 km / h) with the PDK.

The main objective in the concept and execution of the Cayman R was to improve the already energetic two-seater through a systematic reduction in weight, thereby increasing performance, driving dynamics and agility. With a DIN unladen weight of 2849 lbs. (1295 kg), Porsche engineers were able to achieve a power-to-weight ratio of 8.58 lbs. per hp (3.9 kilograms per hp) and with 8.8 lbs per hp (4 kilograms per hp) with the PDK.

More from Less

The greatest savings comes from the use of lightweight components and the omission of certain standard equipment not directly associated with driving performance. In addition to the removal of the A/C and stereo, the driver-focused Cayman R utilizes a sports suspension system that lowers the Cayman R by 20 mm,

helping lower center of gravity. Optional on the Cayman S, the Cayman R comes with a standard limited slip differential, front and rear spoilers from the Cayman Aerokit and special lightweight 19" wheels also found on the Boxster Spyder. Lightweight aluminum door skins, carbon-fiber backed sport bucket seats and interior door panels from the 911 GT3 RS also contribute to the weight reduction. Black-framed halogen headlights, contrasting side mirrors and decorative "PORSCHE" side-stripes add to the unique appearance.

The 2012 Cayman R goes on sale in February 2011 and U.S. base pricing is \$66,300.



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July10



1984 Carrera Targa: Slate Blue, excellent condition, 103K miles, no accidents or track time, interior no cracks all original, no leaks or rust, professionally maintained, all maintenance records from 2005, cold air, cruise, power windows, no leaks, \$19,500. Contact gfmdec@yahoo.com, 618-980-4692

July10

Seat protectors/covers tailored for 911 seats. New, gray/black, CoolMax center insert, cover squab & front of seat back.

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Oct10

Ads limited to 125 words including contact information and one photo. Email addresses are considered one word. Please, no words or sentences in capitol letters, except for acronyms. Editor reserves the right to edit or reject any ads submitted and is not responsible for any errors or omissions. Submission date for ad copy and photos is the 1st day of the month preceding month of publication. This space available free of charge to PCA members. Ads are automatically removed after six months. Non-PCA member Bargain Corner ads are \$10. Email your ad to nauteditor@aol.com Don't forget the Classifieds on the LSR webpage lsrpca.com!!



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Aug10



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Oct10



B&B (Billy Boat) Exhaust (Mufflers and Tips). Fits 997S 2005-2008 3.8L. Used less than 2000 miles. Gorgeous tips. Easy install. Sold over \$1300 when new, with tips. Sell for \$600. Contact Alan at 281-316-9402 or amf540i@verizon.net

Dec10



2007 911 S Cabriolet - X51 option, 381 hp, 6 speed, 19" sport wheels, 8400 miles, sport chrono, PASM, nav, phone, power seats, multi-function steering wheel, Atlas Grey exterior with Slate Grey top, full leather Slate Grey interior, MSRP \$122,125, price \$75,000. More pics avail. Ctc r.mccreary@sbcglobal.net 281-955-9501 Sept10



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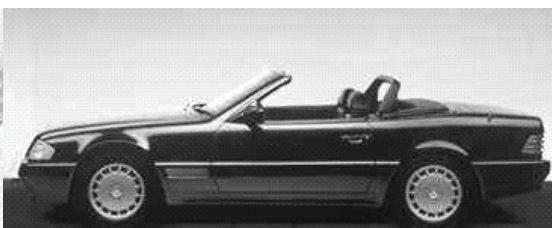
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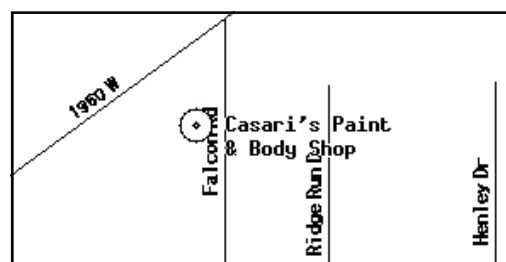
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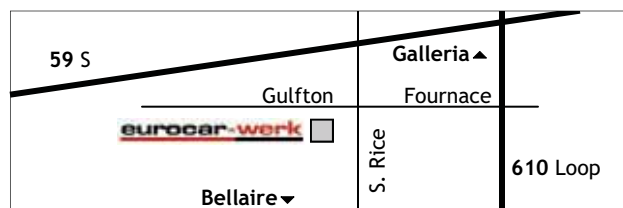


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